

**AREA PLAN COMMISSION OF TIPPECANOE COUNTY  
CITIZEN PARTICIPATION COMMITTEE  
MINUTES**

DATE ..... November 14, 2006  
TIME ..... 7:00 P.M.  
PLACE ..... Grand Prairie Room  
County Office Building

**ATTENDEES NAME****ORGANIZATION**

Geneva Werner  
Pat Wilkerson  
Curtis Ashendel

Vinton Neighborhood  
Historic Jeff Neighborhood  
West Lafayette Bike-Pedestrian Committee

**STAFF****TITLE**

Doug Poad  
Melissa Baldwin

Senior Planner-Transportation  
Transportation Planner

**I. APPROVAL OF THE JUNE 27, 2006 MEETING MINUTES**

**Doug Poad** called the meeting to order.

**Doug** asked if there were any corrections or comments needed to the minutes.

**Pat Wilkerson** made the motion to approve the minutes.

**Curtis Ashendel** seconded.

**Doug** stated the June 27, 2006 minutes are approved.

**II. FEEDBACK & DISCUSSION FROM GROUP REPRESENTATIVES:**

**Doug** stated that there were two items on the June agenda. The first was the Fiscal Year 2007 Transportation Improvement Program. The second was the Hot Spot lists. The Hot Spot lists for INDOT and Tippecanoe County were included in the packet that was mailed out. Both lists were presented to the Technical Transportation Committee and to INDOT district personnel.

**Curt** asked who passed it on the Technical Transportation Committee.

**Doug** answered we did.

**Geneva Werner** asked how long it will take to review and respond to them.

**Doug** replied that it varies. He further added that it depends on what department it goes to. A lot of these will go to the traffic department. Generally they look at them in three to six months at a minimum. Sometimes we get a response back and sometimes we don't.

**Geneva** said she was given one to present to the committee tonight. It's Greenbush going towards 52. The turn lights east and west are not synchronized.

**Doug** asked if it was the traffic signal.

**Geneva** stated yes it was. She added that the pavement markings are not soon enough on Greenbush going west to 52. People in the right turn lane are not realizing that the lane is only a turn lane.

**Doug** responded and discussion followed.

**Curt** asked if the loops were put in yet.

**Geneva** asked who in the city would put down the arrows.

**Doug** stated that the contractor installs them.

**Doug** gave a brief update regarding the Transportation Improvement Program. It was adopted in July of this year. Since then it has been amended twice. A copy is here if anyone wants to look at it and it is available on our web page. He then offered everyone a paper copy if they wanted one.

**Pat** stated that it was interesting to hear that the business community was concerned about the ring road and that it will take traffic and walk-ins away from them. She added that they really suffer every time there is a change.

**Doug** replied that part of the ring road is on Chauncey.

More discussion ensued.

**Curt** stated that the businesses gave positive feedback when it was brought up. He added that they need to maintain the dialogue.

**Pat** stated that she didn't think it was that easy to get on or off of them now. She added that she goes to meetings at Purdue and just does not like to travel on the one way pairs.

Discussion ensued.

**Geneva** suggested taking the trolley.

**Curt** stated you must plan ahead to where you want to go. He added that it's going to be difficult to retro fit the roads.

**Pat** stated that she lives right down town and she walks to Panera. She added that she does not go to McDonald's because the topography is challenging.

**Melissa** stated that the pavement markings are bad in West Lafayette.

**Geneva** asks if there were going to be more changes to the TIP and asked if she could have a paper copy.

**Doug** replied that amendments come up at different times of the year. He added that we probably won't be doing a full update next spring. The INDOT folk who are putting together the State Transportation Improvement Program want to change its completion date. That means we would have to have ours done earlier and we don't have all of the information at this time to do it.

**Curt** asked when will the next TIP be started.

**Doug** stated probably late summer maybe August or September.

**Geneva** asked what has happened to the 52 improvements. The road is in very bad shape.

**Doug** replied that he thinks INDOT would like to get rid of 52 and let the cities and county take care of the problem.

**Pat** asked if it is like Teal Road where the state gives it up and the city takes it.

**Doug** replied yes.

Discussion followed regarding the street lights in West Lafayette along 52, sidewalks, and the pedestrian crossings at Nighthawk and on 52.

**Geneva** asked if anyone was addressing the Lafayette side on 52.

More discussion ensued.

**Pat** stated she loves 18<sup>th</sup> and Kossuth and it is wonderful.

### III. PROGRAM

#### Tippecanoe County Regional Intelligent Transportation System (ITS)

**Melissa** presented the Intelligence Transportation System document. She added that ITS includes things like advance traffic signals and message boards. The Federal Highway Administration requires that every region produce this report. She presented a power point presentation.

**Pat** asked if paper copies of the presentation are available.

**Melissa** replied that she didn't have any printed.

**Melissa** reviewed the document. She added that it contains an inventory of existing facilities. The first fifteen pages of the main document explain most of it.

**Curt** said that it was difficult to get to the main points and he was looking forward to the presentation. He added that in larger cities you can look on the web and see several web cams.

**Pat** asked if those cams were in real time.

**Curt** answered yes they were. He added that it gives weather conditions, accident information, and even shows traffic density. All of it was managed by computers. We are not there yet.

**Melissa** said we are getting there. She continued with the power point presentation. She stated that the plan only covers the county and explained that other areas have to do this.

**Pat** asked if we were one of the only two in the state to have this.

**Curt** stated that the traffic centers are redundant and can back up each other.

**Melissa** showed a picture of the data coming out of the centers. She explained the different steps to produce it.

**Pat** asked if anyone is analyzing the data.

**Melissa** replied that they are not doing it yet.

**Curt** stated that the actual analysis and managing the data is already there. He asked if there is anything to manage the infrastructure and getting it going.

**Melissa** stated that the State has Purdue and MPO's down for a lot of the analysis. Right now the problem is funding.

**Curt** stated that it would be cheaper to install the equipment when they rebuild a road.

**Melissa** continued with the presentation. She added that there is vehicle tracking for all of the buses and explained how that worked.

**Curt** asked how the buses navigation communicates back to the garage.

**Melissa** said it is a wireless network. She continued with the presentation.

**Pat** asked if there were only two message boards.

**Geneva** stated that one is at Riehle Plaza.

**Curt** stated the main cost of ITS is getting the system going.

Discussion ensued.

**Curt** asked if evolving meant under construction.

**Melissa** stated the web site for Indianapolis isn't completed yet.

**Pat** asked if these were pictures of cameras that we all see.

**Melissa** stated yes.

**Curt** asked if you can get this off of the web.

**Melissa** answered yes.

**Curt** asked if it is real time video.

**Melissa** said in Indianapolis some of them are.

**Curt** stated sensor infrastructure was what he was talking about.

**Pat** asked if the cameras could zoom in and read the license plates.

**Melissa** said they may be able to zoom in and see plates at three miles.

**Pat** stated that it is popular consensus that they can get a plate number.

**Curt** said they could use the cameras as an extra pair of eyes.

**Melissa** continued with her presentation.

**Pat** said they could use ITS as part of the amber alert.

**Pat** asked what an induction loop was.

Melissa and Curt responded.

**Curt** stated cameras have a much higher detection error rate.

**Pat** said the speed detectors on Brady Lane look to be permanent.

**Melissa** replied that they are.

**Pat** stated they are hard to read when traveling past.

**Curt** said the interstate signs are much large and easier to read.

**Melissa** said right now we only have portable message signs.

There was discussion about different places where message signs have been seen and what they have been used for.

**Curt** said that out west they are used to warn of fire danger or rock slides.

**Melissa** stated that the traffic light at Home depot is tied to the railroad crossing just to the north. Supposedly this traffic signal is the only one coordinated with the railroad signals. She stated there is not a large need for them here.

Discussion followed regarding the different rail crossings around Lafayette.

Melissa continued with her presentation.

There was discussion about 911 and how they are dispatched.

**Pat** asked if that was a Lafayette thing.

**Curt** stated that's what happened early on with 911. The police couldn't talk to the ambulance drivers because they all used different frequencies.

**Melissa** stated that dispatchers can communicate with phones or computers. All of the data is being shifted back and forth on these mediums.

**Geneva** asked how often is the equipment updated.

**Curt** stated that one advantage is that the software is compatible and can be put on laptops in the cars.

**Pat** said that is good to know.

More discussion ensued.

**Pat** asked if all patrol officers had handhelds.

**Curt** said if they are walking they need them.

**Melissa** added that they are expensive.

**Pat** asked what are the hand held devices called.

**Curt** replied they are called PDAs

**Pat** stated that they are like the voice of god, they can tell them where to go.

**Curt** said that one advantage is having maps on them.

**Pat** stated can you imagine being called to a large complex and trying finding their way.

**Melissa** said they have address points for each of the buildings. It is not only going to an address but to a point on a map.

**Pat** asked if the weather service is part of the 800 megahertz system.

**Melissa** said she didn't think it was part of the state wide system.

**Curt** said we don't have many systems here except the weather. It's not set up really well.

Discussion ensued.

**Melissa** then summarized her presentation.

**Pat** asked about the red dots.

**Melissa** said that is the GPS locator. She explained where they were at. She added that the document is being maintained by the MPO. All projects that come up in the next ten years using federal money must be included in the document.

**Pat** asked if there is one for each of the 92 counties.

**Melissa** replied no, only the MPOs must have one and there are 13 MPO's.

**Pat** asked if the MPOs talk to each other.

**Melissa** replied that they do. She added that we hope to get the document approved next month.

**Curt** stated that it looks good.

**Pat** asked who at the State is in charge of it.

**Melissa** replied that within INDOT it is Steve Wertz. He is in the operations support division.

**Pat** asked if he is riding herd and seeing if all 13 documents are being done.

**Melissa** said they are reviewing them to make sure they have everything we plan in their system.

Discussion ensued.

**Pat** asked if the funding is local or state.

**Melissa** replied it is federal.

**Pat** asked if we have air quality problems.

**Doug** replied that we don't want it.

**Curt** said he would rather have good air quality and not the money.

Discussion continued.

**Pat** stated that it was very interesting and well done.

**Pat** said she had heard that the new hybrid buses were coming and she then asked if they were here yet.

**Doug** replied that they are not yet here.

**Geneva** stated CityBus's last presentation was very good.

Discussion followed regarding buses.

**Pat** stated that all of the Sunnyside students have to transfer downtown.

**Melissa** pointed out several diagrams and general discussion ensued.

**Pat** asked whose job it would be to add signal preemption. Who in the governments says we need to do it.

**Melissa** said she talked to the county sheriff and to the hospitals.

**Curt** stated that the state is the problem.

**Pat** asked what the term for that is again.

**Melissa** replied emergency signal preemption.

More discussion ensued on signal preemption, ambulances and hospitals.

### **UPDATE OF US 231**

**Doug** updated the committee regarding 231. He said an engineering firm is developing the blueprints. They are about 70% complete. The State still needs to purchase all of the property before construction could begin. He presented the timeline and then explained how the route was chosen.

**Doug** stated that Sallie and Opal decided to hold a local citizen advisory committee meeting and have INDOT as a participant. The meeting was recently held and the comments were mostly about noise and drainage. The comments from the meeting were going to be passed along to the design folks, the district people and central office. He added that there was going to be another meeting.

**Doug** stated that a summary of the comments and meeting minutes were prepared. We are hoping that we can continue the public input through the design phase before INDOT has its final public hearing.

**Pat** asked if the meetings will be held during the day.

**Doug** stated possibly but one will probably be in the evening. The State says construction is to begin in '09.

**Pat** asked why that is.

**Doug** said this road project is part of an outer loop or a connection for the Westside. It is part of a large picture developed back in the late 70's. A number of those corridors are being slowly built, like Creasy and Brady Lane. He explained a few others.

Discussion ensued about bridges and concerns.

**Doug** said US 231 will not end at US 52. INDOT has identified that it needs to be continued northward and intersect I-65 at a new interchange. We have said that it needs to be continued over to SR 43.

**Curt** stated so this is like a west side bypass.

**Pat** asked where does it go to.

**Curt** said literally it would take you from 43 north of town all the way to Crawfordsville.

**Doug** said you would be amazed at how many people who live on the south side of Lafayette and are using 350S and 231 to get to Purdue.

Discussion ensued.

**Curt** said that the engineers are 70% done and they still say they are on track.

**Doug** replied in essence yes. The State is still targeting 2009 to begin construction.

**Pat** asked what land is needed especially from the subdivisions.

**Doug** said most of the property south of Lindbergh Road is owned by the Purdue Research Foundation. To the north it varies. A number of different farmers own the land needed. Maybe 16 or 18 properties are involved.

**Curt** asked if Purdue was ok with the route and the issue around Cherry Lane.

**Doug** stated generally overall yes. They still are not happy with the design south of Lindberg. They would like to see the big jog left in. INDOT determined that if they moved it over, the State would have to buy more wetlands.

**Curt** asked is that because they would have to mitigate against the wetlands and they would have to fill in and build on top of it.

**Doug** said yes they would have to completely destroy both of them.

**Geneva** stated most of the complaints are coming from the subdivisions.

**Doug** replied yes and the subdivisions Sherwood Forrest and Wake Robin are near the route.

**Curt** asked if there are some apartments along McCormick.

**Doug** replied yes.

#### **IV. QUESTIONS, COMMENTS, OR SUGGESTIONS**

There was discussion about when the next meeting would be held and topics to discuss next year. A topic for early next year may be a discussion on how to get more people to attend.

**Melissa** asked if the CPC group should vote to recommend the adoption of the ITS document.

**Doug** stated that it is not required but they can.

**Curt** recommended that the ITS document is acceptable to the Committee and that it move on through the channels it needs to. Geneva seconded the motion and the document was approved.

Discussion followed regarding attracting more people to the meetings.

**Curt** said sometimes regularly scheduled meetings would be better.

Discussed followed regarding the different times meetings have been held.

**Doug** stated that we have to update the Public Participation Plan by next July.

**Geneva** asked when will that be started.

**Doug** replied hopefully in the next couple of months.

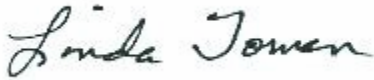
**Curt** said that instead of giving us the finished report, maybe the committee should be involved earlier in the process. He asked that staff should tell the members what the committee should do and then have the committee members give feedback. He suggested giving more progress reports instead of finished reports.

More discussion ensued about the different committees, who are on them, and where they are at.

## **V. ADJOURNMENT**

Meeting adjourned.

Respectfully submitted,

A handwritten signature in cursive script that reads "Linda Toman".

Linda Toman-Wilson  
Bookkeeper/Secretary

Reviewed by,

Doug Poad  
Senior Planner - Transportation